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Message Text

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14
ACTION EB-07

INFO OCT-01 EUR-12 EA-07 ISO-00 CAB-02 SS-15 NSC-05 L-03

H-02 CIAE-00 DODE-00 INR-07 NSAE-00 PA-01 USIA-06

PRS-01 SP-02 COME-00 CPR-01 OES-03 EPA-01 CEQ-01 /077 W
---------- 079042
R 281900Z JAN 76
FM AMEMBASSY PARIS
TO SECSTATE WASHDC 7285
INFO DOT WASHDC
FAA WASHDC
FAA BRUSSELS
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY TOKYO
AMCONSUL BORDEAUX

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E. O. 11652: N/A
TAGS: EAIR, FR, UK, US
SUBJ: CIVAIR: CONCORDE

1. DURING LUNCH OFFERED AT AEROSPATIALE END LAST WEEK BY LAGORCE OF CONCORDE STAFF AT SGAC AND DARRIEUS, DIRECTOR OF SALES OF AEROSPATIALE, ON OCCASION VISIT OF FAA ASSISTANT ADMINISTRATOR CARY, FOLLOWING ODDS AND ENDS WERE LEARNED ON CONCORDE MATTERS:

A) LAGORCE SAID IT WAS NOT YET KNOWN WHETHER GISCARD WOULD PROPOSE USE CONCORDE ONLY FOR TRANSATLANTIC FLIGHT TO US NEXT MAY OR WOULD WANT ALSO TO USE IT FOR ONWARD TRAVEL TO HOUSTON AND NEW ORLEANS.

ANOTHER POSSIBILITY MIGHT BE USE AIRBUS FOR HIS HOUSTON AND NEW ORLEANS TRAVEL. DARRIEUS SAID HE UNDERSTOOD FLIGHT WOULD BE A SPECIAL
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ONE TRANSPORTING ONLY PRESIDENTIAL PARTY. WHEN

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FRENCH INQUIRED ABOUT AUTHORIZATION, CARY INDICATED THAT NEGATIVE EIS WOULD BE REQUIRED AND HE URGED THAT APPLICATION FOR FLIGHT BE FILED WITH FAA NO LATER THAN EARLY APRIL IF POSSIBLE. (COMMENT: RE PARIS 1694, WE UNDERSTAND FROM CARY THAT EVEN IF USG DECISION ON CONCORDE IS FAVORABLE, NEGATIVE EIS WOULD STILL BE REQUIRED THEREAFTER FOR ANY CONCORDE FLIGHT TO US, E.G., CHARTER OR NON-COMMERCIAL, OTHER THAN SCHEDULED FLIGHTS SPECIFICALLY COVERED BY PRESENT EIS.)

B) SOVIETS HAVE STILL NOT AUTHORIZED REFUELING STOP FOR CONCORDE TO PERMIT OPERATION PARIS-TOKYO SERVICE (FOR WHICH JAPANESE ALSO HAVE YET TO GIVE PERMISSION). ACCORDING TO DARRIEUS, JAPANESE TURNED DOWN SOVIET REQUEST OPERATE TU-144 TO TOKYO AND AS A RESULT SOVIETS ARE TRYING TO GET FRENCH TO HELP WITH TOKYO LANDING RIGHTS FOR TU-144 BEFORE AGREEING TO CONCORDE STOPOVER IN SOVIET UNION.

C) LAGORCE SAID CAVAILLE HAD BADLY WANTED TO GO TO WASHINGTON TO TESTIFY AT COLEMAN HEARING JAN. 5 BUT ELYSEE HAD TURNED THIS DOWN FOR PROTOCOL REASONS. ELYSEE HAD ASKED AT WHAT LEVEL BRITISH GOVERNMENT WOULD BE REPRESENTED AT HEARING, AND WHEN INFORMED THAT WHILE BRITISH REP HAD TITLE OF "MINISTER" HE WAS STILL ONE CUT BELOW A STATE SECRETARY, ELYSEE DECIDED THIS REALLY MEANT SENIOR CIVIL SERVANT

AND SO ABRAHAM WAS DESIGNATED INSTEAD TO REPRESENT GOF. (DEPT. WILL RECALL THAT LEVEL OF GOF REPRESEN-TATION HAD COME IN FOR SOME CRITICISM HERE (PARIS 431) AND CAVAILLE HIMSELF SAW FIT PUBLICLY DEFEND WHY HE HAD NOT GONE TO WASHINGTON (PARIS 744).

2. ONE OTHER INTERESTING BIT OF INCIDENTAL INFORMATION: AIR FRANCE HAS BEEN SUCCESSFUL IN OVERCOMING GOF RESISTANCE TO MAINTENANCE OF SEPARATE ACCOUNTING FOR CONCORDE COMMERCIAL OPERATIONS. THIS MEANS THAT PROFIT/LOSS RESULTING FROM CONCORDE OPERATIONS WILL NOT BE BURIED IN CARRIER'S OVER-ALL ACCOUNTING BUT WILL BE STRICTLY SEGREGATED, THUS PROVIDING CLEAR MEASURE OF CONCORDE'S PROFITABILITY--
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OR LACK THEREOF-- AND PERHAPS MAKING IT EASIER FOR AIR FRANCE TO TRY TO HAVE GOF AGREE TO UNDERWRITE FULLY ANY OPERATING LOSS.
GAMMON

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NNN

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